

VIA AIR POUCH
(Specify Air or Sea Pouch)

DISPATCH NO. OSSA-5504

SECRET
CLASSIFICATION

TO Chief, WE

DATE 4 January 1957

FROM Chief of Station, C JP

SUBJECT { GENERAL Intel/REDWOOD/TIEBARS/TILBURY
SPECIFIC Transmittal of TIEBAR Debriefings of TILBURY/1

REFERENCE: OSSA-5374, 30 November 1956

ACTION REQUESTED: See paragraph 2

COPY	ROUTING
1	2/RP/16 with
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3	B/13
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1. Forwarded herewith are four intelligence reports (untranslated) received from C JP on 20 December. From a comparison with TILBURY/1 debriefings, forwarded headquarters under reference, it appears almost certain that the TIEBAR reports are primarily rewrites of TILBURY/1 reports in German.

2. As time permits, we would like to have headquarters comments on:

A. Comparison of these reports with those forwarded under reference, to highlight any editing, corrections or omissions in the TIEBAR reports.

B. The same service as above on the information C JP obtained verbally - for the same purpose.

3. In an attempt to smoke out an admission of the TIEBAR source on these reports we intend to query C JP along the following lines:

"With reference to [these reports] we note that your source appears to have more detailed knowledge than would be the case were he either a legal traveller, or a short term inhabitant of the area [i.e. the C JP representative]. Could the source be the Latvian who recently repatriated? [see paragraph 1 C JP -161]. Would it be possible to submit questions to this source now, or in the future?"

This approach provides for a turndown without embarrassment, but gives C JP a chance to expose his source.

JOB # 61-948767
Box: 27 Field
Restr. to: SR/2

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Addendum -
Distribution-

FORM NO. 51-28A
MAR. 1949

DECLASSIFIED AND RELEASED BY
CENTRAL INTELLIGENCE AGENCY
SOURCES METHOD EXEMPTION 2B2B
NAZI WAR CRIMES DISCLOSURE ACT
DATE 2005

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OSSA-5504

4 January 1957

page two

ADDENDUM: Since writing this dispatch, [] has received additional
TILBURY/1 reports, and the history of the TILBURY/1 operation in
detail from [] Therefore paragraph 3 above is no longer valid.

[]

Attachments:

4 reports

4 January 1957

Distribution:

- 3 - Chief, WE, w/4 attachments, single copies *Encl. A/S*
- 2 - Chief, SE, w/o attachments
- 2 - [] w/o attachments

(7 pages) to O SSA-550 4
4 Jan 57
AIR ORDER OF BATTLE AND TELECOMMUNICATIONS
INFORMATION ON USSR

Att 1 ✓
FEB 1 1957

J-1505

USSR

11 December 1956

Airfields in the Riga Area (251)
Summer 1955 - October 1956
C 2

During the year, aircraft activity in the Riga area has been heavy and steady without specially noticeable peaks. Single and twin-engine jet planes have been observed almost exclusively. Because of the danger of collision with civilian planes, military aircraft are prohibited from flying over the city of Riga itself.

It continues to happen quite often that jet planes crash or have other accidents. Such occurrences are never mentioned in the press. Nor is it published when catastrophe strikes civilian planes either. For example last year a jet plane ran into a two-storey house in Liepaja; both the pilot and some of the occupants of the house ^{were killed and the house} burned to the ground. Despite the fact that the accident was witnessed by many people, it was not mentioned in the local press. Most of the accidents have taken place on landing.

The military portion (northeastern) of Spilva^e airfield still is being used by jets, although this happens only occasionally. There are no indications that it is intended to close down the military part of the airfield. Brand new planes have been observed on the field a number of times. Most recently, in July 1956, three new planes covered with tarpaulins were observed. All openings on the planes were covered with painted wooden covers. They were of the MIG-17 type. There is no assembly plant for aircraft on or in the vicinity of Spilva^e airfield.

JOB # 67-984/67
Box: 27 Fold: 1
Restr to: SR/2

The airfield at the "Kvadrats" factory, on both sides of the Riga-Ogre highway, is about $4\frac{1}{2}$ kilometers in length and its greatest width is about 1 kilometer. Work has commenced, however, to widen the field to the shore of Daugava. The actual airfield is situated west of the highway. On the easterly side are the officers' quarters, the club, a radio station, a cement factory which provides material for the continued expansion of the field, fuel cisterns, and a number of new structures. This year they have begun to erect an approximately 2 meter high board fence around the airfield. About 3 kilometers of the fence is finished. At present the runway which goes parallel with the highway is being widened. Its width heretofore was 40 to 50 meters; the length is about 3,000 meters. It is a concrete runway. The fuel supply has been enlarged considerably this year too. A series of 2 and 3 storey structures have also been erected on both sides of the road. New construction is continuing. There are no hangars on the field nor is there any airplane repair shop. It is possible that the plane motors are repaired in an automobile shop which is located near the barracks in the northwest portion of the field. The planes sit in the open along the runway. The number of planes never is below fifty; they are of the MIG-17 type. There were no twin-engine jets on the field at the beginning of October of this year. During darkness the field is kept lighted with neon lights and searchlights. No orientation lights have been observed in the vicinity of the field. The field is used solely by army air units. A sketch of the field is appended.

The airfield at Kalnciems belongs to the navy. It is about 4 kilometers long and 3 kilometers wide. Expansion is in progress. During this year a double barbed wire fence has been erected around the area. The buildings which belong to the actual airfield are situated within the woods. Only some work shops and officers quarters are visible at the edge of the woods. The construction of housing and installation of fuel cisterns on the east side of the Riga-Kalnciems road has been commenced

recently. Both single and twin-engine planes use the field. The single engine planes are of the MIG-17 type and the twin-engines are of the YAK-25 type. A few Il-28's have been observed also this summer. Last winter they kept the permanent runways clear of snow by means of modern blower units.

The Sleperi airfield which is located north of Kalnciems ~~was~~ used to be used occasionally. For about a year now it has been completely closed down.

✓ The Tukums airfield is 6 to 7 kilometers long. The width is up to about 4 kilometers. The area is not enclosed. Single-engine jet planes are stationed at the field. Types and number not established. Detailed observation of the field has not been possible.

✓ The airfield south of Cesis continues to be used but only to a small extent and by civilian planes. A number of ambulance planes are statined^o on the field, which also has radar installations.

✓ Since the seaplane station at Kisezers in Riga was closed down in 1954, no seaplanes have been observed in the Riga area.

✓ A new airfield is being constructed northeast of Cesis in the Startu area. According to the inhabitants of the area a number of ^farms are to be evacuated shortly. Excavating machinery was already at work in certain parts of the area in the spring of 1956. In June a number of carloads of runway plates arrived at the Cesis railway station. The plates were perforated and were about 1.5 meters in length and 0.5 meter wide. Civilian vehicles also were used to transport the plates to the Startu area. In October the local inhabitants observed radar antennas in the area. Aircraft have not yet been observed.

U The photos of the airfield at Kalnciems (2) and the barracks construction and fuel ^{tanks} cisterns at "Kvadrats" are appended.

USSR

11 December 1956

Air Training Institutions in Riga (651)
October 1956
C 2

The K. E. Voroshilov Military Air School is housed in the former 5th Latvian Infantry Regiment barracks at Lomonosova iela (street) No. 1 (formerly Samarina iela) in Riga. There are two old planes standing on the barracks grounds, probably for demonstration purposes. The ^{air school} ~~air school~~ is visited almost daily by personnel from a building on Gorskiy Street (formerly Valdemar Street No. 7). An air staff is likely housed in this building. (Two photos of radar on the air school are appended).

A civilian air training institute is located in some buildings in the Transduna sector of the city between Nomstan Slokas and Dartas Streets (photo appended).

Civilian aircraft have a special air route to and from the city of Riga. It follows the railroad from Riga to Incukalns, at which the planes veer onto the course desired. Planes coming in for landing also fly via Incukalns.

^{AN-2}
The USSR is now making a plane similar to the Storch type. A number of these are being used in ambulance service. This type plane was first observed in Riga during spring 1956.

There are now airfields for civilian traffic in all rayon capitals in Latvia.

11 December 1956

Helicopter Unit in Lithuania (3404)
October 1956
C 3

A fairly large air unit is stationed on one of the airfields near Kaunas in Lithuania. The unit is said to have been transferred to Lithuania early in 1955. It has not been possible to determine the size of the unit. It is equipped exclusively with helicopters of the MI-A type.

USSR

13 December 1956

Radio and antenna installation in
the Riga area (261,343)
October 1956
C 2

The wire radio network is now well developed in Riga. Loudspeakers are set up on most of the streets. The entire program of the Riga transmitter is carried. The broadcasts are also carried to factories and other places where there are large numbers of listeners. Recently, private subscription to the wire radio system has been permitted; in such cases a loudspeaker is installed in the residence. Most of the subscribers are Russians.

A new radio transmitter has recently been completed north of Riga on the northwest shore of Baltezers. According to rumors the transmitter will serve primarily for direct contact with Moscow.

In Pleskodale, in the northwestern outskirts of Riga, there is a radio station consisting of several high masts grouped around a building (photo of the installation is appended).

X { The large radar installation on Spilve airfield has been dismantled since this summer. From summer to October 1956, only one large radar installation has been observed. It is situated on Zolitudes iela in the western outskirts of Riga (photo of the installation appended).

Small antenna installations have been observed at a number of places. Whether these are for radar, navigational ^{purposes} ~~stations~~, or ultra shortwave stations, it has not been possible to judge. Sketches of the four different types of antennas observed have been appended.

X [A number of these small installations are placed around Spilve airfield. Most of them, five or six, are situated along the north shore of Hapaka Gravis.

X { The same kind of antennas are placed around the airfield at the "Kvadrats" factory on the road to Ogre and at the Kalⁿciems airfield.

In the Moscow suburb of Riga, formerly the Lettgallie suburb, a couple of blocks are now blocked off by a high wooden fence. The blocked off area is bounded by the streets, Odzianas, Paides, Strautu, Sesku, and Rezeknes iela. The street which used to pass through the area, Piedrujas Street, is closed off. Several airplanes and antenna installations of the same kind as at the airfields outside of Riga have been observed inside the enclosure. Spur tracks lead into the area; it has not been used as an airfield. (Photo is appended).

Types of this smaller antenna have also been observed at an anti-aircraft battery in the southern portion of Bolderaja, at another anti-aircraft battery east of Velnezers and (only one) in Transduna on an open area bounded by Kandavas, Zolitudes, Sampetera, and Kalnciema Streets.